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**-VIA ELECTRONIC FILING-**

Adam Teitzman  
Commission Clerk  
Florida Public Service Commission  
2540 Shumard Oak Blvd.  
Tallahassee, FL 32399-0850

**RE: Docket No. 20200170-EI: Petition for approval of optional electric vehicle public charging pilot tariffs, by Florida Power & Light Company**

Dear Mr. Teitzman:

Please find attached Florida Power & Light Company's responses to Staff's Second Data Request (Nos. 1-4).

If there are any questions regarding this filing, please contact me at (561) 304-5662.

Sincerely,

/s/ William P. Cox  
William P. Cox  
Fla. Bar No. 0093531

cc: Shaw Stiller, Senior Attorney  
Holly Forrest, Public Utility Analyst I  
Tripp Coston, Economic Supervisor

**QUESTION:**

Is FPL currently receiving, or anticipates receiving, any direct benefits, monetary or otherwise, from the Volkswagen Settlement? If so, how is the company accounting for this in the analysis and costs associated with the proposed tariffs?

**RESPONSE:**

FPL was awarded two grants under the Florida Department of Environmental Protection Electric Vehicle Charging Infrastructure Phase 1 Grant Program; the two grants total \$843,936.50. As FPL's proposed tariffs are not cost-based, the grants were not accounted for in and do not have an impact on the proposed tariffs. The grants will be used to partially fund the construction of two of the FPL Evolution fast charge sites and will offset a portion of the FPL Evolution pilot costs.

**QUESTION:**

FPL states in its petition on page 8, paragraph 17, that it intends to seek recovery of the EVolution pilot charging stations in its next base rate proceeding. Proposed tariff sheet No. 8.936 is designed to establish a rate for FPL-owned fast charging stations, which includes stations installed under its EVolution pilot. If approved, does the company believe implementing this tariff would establish a precedence or acceptance that EVolution facilities must be incorporated into base rates? Please explain.

**RESPONSE:**

No, FPL does not believe that approval of this tariff establishes precedent that the EVolution facilities must be incorporated into base rates. The purpose of the UEV tariff is to give FPL a mechanism for collecting revenue directly from EV drivers so that it can better study the operations of EV infrastructure and to collect data and feedback from customers and the public in general regarding pricing for public EV fast charging. Independent of these pilot tariffs, the Commission retains authority to allow or disallow rate-base inclusion of FPL's EV pilot activities in FPL's next base rate proceeding.

**QUESTION:**

Please explain why the company is choosing to own and operate public EV charging stations under the regulated utility rather than an unregulated affiliate; thus necessitating the proposed company-specific EV tariff rate.

**RESPONSE:**

The anticipated growth of the EV industry in Florida portends a developing role for regulated utilities. Indeed, SB 7018 passed during the 2020 legislative session envisions a collaborative effort by the Florida Department of Transportation (FDOT), the Commission and other stakeholders in the development of an EV Charging Infrastructure Master Plan. The Commission's responsibilities include consideration of strategies to develop the supply of charging stations, including building partnerships between and among local governments, state and federal entities, electric utilities and the business community and public in support of EV charging infrastructure, as well as identification of the types of regulatory structures necessary for utilities to deliver electricity to EVs and charging stations including the participation of public utilities in the marketplace. FPL launched the FPL EVolution pilot program to support the growth of EVs in Florida and to enable learnings ahead of mass EV adoption. The primary objective of this pilot program for FPL as a regulated utility is to gather data and learnings to ensure future electric vehicle investments enhance service and reduce costs. The FPL Evolution Pilot focuses on three key areas: a) influences of infrastructure build-out on adoption; b) rate structures and demand models; and c) grid impacts of fast-charging.

The FPL Evolution pilot will make limited investments in EV charging infrastructure. Installations will encompass different EV charging technologies and market segments, including workplace, destination, public fast charging, and residential. FPL believes this investment in ~1,000 charging handles at stations across Florida will enable FPL to gather the intended set of learnings from the EVolution pilot.

**QUESTION:**

In its petition, FPL states on page 8, paragraph 17, that it has installed 166 Level 2 ports. Under what tariff is the company currently charging for these stations? Please explain.

**RESPONSE:**

FPL is not currently charging drivers for charging services from these stations. The site host for each station is the customer of record, pays FPL the standard service rates for the electricity delivered to the site and provides free EV charging services as an amenity to EV drivers. In a limited number of instances, the site host may charge a fee directly to EV drivers for the charging service.